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The Hongkong Telegraph

(ESTABLISHED 1881.)

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December 28, 1917. Temperature 6 a.m. 52 2 p.m. 57
Humidity 64 52

December 28, 1916. Temperature 6 a.m. 60 2 p.m. 61
Humidity 77 65

WEATHER FORECAST
FAIR.
Barometer 30.67.

7840 日一十月一十

FRIDAY, DECEMBER 28, 1917.

五拜禮 號八廿月二十英港香

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PER ANNUM

REUTERS' TELEGRAMS.

DRAMATIC ADMIRALTY CHANGES.

General Surprise at New Appointment.

London, December 27.
The dramatic changes at the Admiralty recalls Sir Eric Geddes' audience on Christmas day with the King at Sandringham, which occasioned much speculation. The appointment of Vice-Admiral Wemyss to succeed Admiral Jellicoe has greatly surprised all, but is generally regarded as indicative of new developments, especially in operations against submarines, rather than emphasising the recent misadventures in the North Sea. The Government is expected to supplement the present bald announcement by taking the public into its confidence, and further extensive changes on the Board of Admiralty and in the Naval War Staff are believed probable.

Comment by the Newspapers.

London, December 28.
The *Daily Telegraph* states that the decision was conveyed to Admiral Sir John Jellicoe before Christmas and it was generally known in naval circles. He had not been at his post at the Admiralty since December 24. Vice-Admiral Wemyss is best known for his distinguished services in the landing at and the evacuation of Gallipoli. He is man of wide interests and untiring good humour, with a great sympathy for the younger generation of the Navy. He has been Deputy First Sea Lord for several months past.

The *Times* anticipates greater opportunities in store for the younger school of seamen, whose experiences in the war will enable them to operate vigorously, resourcefully and progressively, their advent fully according with the war-time spirit and the traditions of the Navy. Referring to the "prevailing belief" that the Admiralty lacked energy and prevision, it says that the crowning justification for the present changes, which go far beyond the present announcements, is the overwhelming importance of effectively grappling with the submarines. Younger seamen are convinced that, given a free hand, they can entirely overcome them.

The *Daily Mail* says that recent events made inevitable Admiral Jellicoe's retirement. Sir Eric Geddes deserves the nation's thanks for not shrinking from a painful duty.

The *Daily Chronicle* says:—"We must content ourselves for the present by hoping that these conversant with the facts have been wisely guided."

The *Daily News* advocates the creation of a Naval General Staff as the only satisfactory guarantee that can be given the country of its securing competent naval administration.

The *Daily Telegraph* says that time alone can demonstrate whether the venture is justifiable. Vice-Admiral Wemyss has a right to demand fair play and freedom from captious criticism.

The *Daily Express* says that the country looks to Vice-Admiral Wemyss to produce the necessary change in spirit and method, and make the Naval War Staff real and effective.

[Rear-Admiral Sir Roselyn Erskine Wemyss, K.C.B., is the third son of the late J. H. Erskine Wemyss, of Wemyss Castle, Fifehire, who was the head of a well-known Scottish family engaged for generations in coal mining in Fifehire. Sir Roselyn Wemyss is junior in years to Sir John Jellicoe by seven years, he was Lieutenant in 1887, Commander in 1893, Captain in 1897, Rear-Admiral Second Battle Squadron, 1912-13; an Extra Enquiry to the King, Commodore R. N. Barracks 1911-12. During the war he distinguished himself greatly at Gallipoli, particularly in the difficult operations associated with the evacuation. He was mentioned in despatches, and created a Knight Commander of the Bath in 1916. In 1903 he was married to the only daughter of the late Sir Robert Morier.]

THE WESTERN FRONT.

Hostile Artillery Fire.

London, December 28.
Field Marshal Sir Douglas Haig, in a communique, states:—"There is hostile artillery firing north-east of Ypres."

A Violent German Attack.

London, December 27.
A French communique states:—"The artillery struggle continued north of Cambrerie Wood. It is confirmed that the German attack here yesterday was very violent. After a powerful artillery preparation, the enemy threw two battalions into the assault. Our fire dispersed them. During the second attempt, enemy elements reached our positions but were immediately driven out. The number of enemy corpses testifies to the heaviness of the enemy's losses."

THE EAST AFRICAN CAMPAIGN.

How the Rainy Season Interfered.

London, December 27.
The *Gazette* publishes a dispatch from General Hoskins describing the operations in East Africa from January 20 to May 30. It deals mainly with the great difficulties of the rainy season, which was the wettest for many years and which seriously hampered operations by interrupting communications. It caused a great increase of malaria and dysentery, necessitating the withdrawal of Europeans and South African units. It was also necessary to substitute native carriers and mechanical transport for animal transport and also greatly to increase the medical services. General Hoskins pays a tribute to the ready help of the Governments of India, South Africa, British East Africa, Uganda and Zanzibar and especially thanks the Commander-in-Chief in India for his readiness to meet many demands. He also pays a tribute to the spirit and tenacity of the troops and the work of the technical troops, the supply, transport and medical services, as well as the assistance of the mercantile marine and the Navy.

The despatch emphasises that the enemy suffered less than the British from the difficulties of the rainy season, because his whites were more acclimatised and his native soldiers indigenous to the country. Moreover, he was operating his interior lines with veteran troops and his power of living on the country was accentuated by the fact that while the British took and paid for only what the villagers could spare, the Germans did not scruple to take all and after using the men, women and children as porters they sent them back starving, thus increasing the difficulties of the advancing

REUTERS' TELEGRAMS.

RUSSO-GERMAN PEACE DISCUSSION.

The Delegates Again Meet.

London, December 27.
According to Reuter's correspondent at Amsterdam, a telegram from Breslitz via Vienna says that delegates of the Central Powers agree to resume discussions, mainly dealing with the re-establishment of intercourse.

Central Powers' Solemn Promise.

London, December 28.
Reuter's correspondent at Amsterdam states that an official telegram from Breslitz via Vienna says that delegates of the Central Powers declare that their Governments are of opinion that the principles of the Russian peace proposal can form the basis of peace. The Central Powers agree to an immediate peace on the principles of no annexations and no indemnities and their Governments join the Russians in condemning the continuation of the war with the sole object of conquest. The delegates solemnly declare that they are willing immediately to sign a peace on this basis if guarantees are forthcoming that all Russia's Allies will adopt the principle of no annexations and no indemnities regarding Germany and her Allies.

RUSSIAN DEVELOPMENTS.

Reported Defeat of General Kaledin.

London, December 27.
The Petrograd Maximalist News Agency announces the defeat of General Kaledin's troops at Bielgorod.
M. Trotsky has telegraphed to Harbin ordering the arrest of the entire Administration which supported the proposal to bring foreign troops there.

The *Times* correspondent at Petrograd says that the Bolsheviks are endeavouring to come to terms with Ukraine, as the Commissioners are anxious to employ all the forces against General Kaledin, who is regarded as being identified with the Cossacks and the cause of the Bourgeoisie and pledged to the restoration of the Monarchy. M. Trotsky has telegraphed to General Krylenko to dispatch an army against General Kaledin, as it is a question of life and death for the Revolution.

Internal Affairs.

London, December 27.

Reuter's correspondent at Petrograd says that the Putiloff Works and the Petrograd Metallurgical Works, respectively employing 30,000 and 8,000 workers, are beginning to pay off their employees.

The Commissioners recently prohibited the newspapers to publish paid advertisements; whereupon the influential Radical newspaper *Dem* inserted them gratuitously. But it appears to-day with blank advertisement columns and explains that the Red Guards overnight compelled them to take out the advertisements.

The Civil War.

London, December 27.

There has been two days' fighting at Irkutsk, the success alternating between the Cossacks and Oadets and the Garrison. The Ukrainians on the Romanian Front have seized the Staff Headquarters of the 4th and 8th Armies, disarmed the Maximalist units, expelled the rest and also occupied without resistance the Staff Headquarters of the 11th Army on the South-Western Front, disarming the troops and seizing a number of guns and 10,000 rifles. The Ukrainians have occupied the station of Brailoff and disarmed the 4th Guards Rifle Regiment.

GERMANY'S COLONIAL DREAMS.

A Frank Confession of African Aims.

London, December 28.

In an article entitled "The World Political Importance of German East Africa," the *Cologne Gazette* frankly confesses that Germany has for years aimed at the creation of a German wedge dividing Africa from sea to sea. It says that although Germany by Treaty in 1911 with France "apparently" made a final renunciation of the idea of a great Colonial Empire, she "really" aimed at the creation of a German-Belgian economic area in the Congo Basin from the Indian Ocean to the Atlantic. Then, when the war commenced, Germany was "deliberately" exploiting her incomparable geographical position in East Africa. The *Cologne Gazette* proceeds to say this position constituted "a wedge between the English claims to sole domination in East Africa and South Africa—a dividing and immovable wedge as long as England did not let it come to a trial of strength." The newspaper confesses that great difficulties confront Germany's Colonial war aims and adds "All our wishes will be realised if only by our battles in Europe we compel England to recognise us as an equal Colonial Power and to draw the necessary consequences in the future re-arrangement of Africa."

ALLIED SHIPPING RETURNS.

London, December 28.

A French official message says that the sinkings during the past week have been one over and one under 1,600 tons.
An Italian official message states that the sinkings during the past week have been three steamers over 1,200 tons, one sailing ship over and two under 100 tons. Two steamers that were torpedoed were beached.

CONTROL OF U. S. RAILWAYS.

London, December 28.

According to Reuter's correspondent at Washington, President Wilson announces that he is assuming possession and operation of all United States railroads. Mr. McAdoo has been appointed Director General of Railroads.

REUTERS' TELEGRAMS.

THE ITALIAN STRUGGLE.

Splendid Work by the Alpini.

London, December 28.

Reuter's correspondent at the Italian Headquarters, writing on December 26, says:—"Snow is falling heavily, making most difficult the continuance of the Austro-German advance, and especially hampering them in bringing up supplies and moving big guns. The suitability of the Italian Alpini under these conditions was again demonstrated on Christmas Day, when a detachment clad in white, and looking like Pierrots, fell upon Austrians in ten times greater numbers than the Alpini. The enemy was driven headlong down the mountain. The inventiveness and resourcefulness of the Alpini in new methods of attack are keeping the enemy in a state of perpetual unrest."

EARLIER TELEGRAMS.

THE OPERATIONS IN THE WEST.

London, December 27.

A French communique states: On the right of the Meuse, despite a very violent bombardment, the enemy's double attack on our positions at Cambrerie Wood failed.

Field Marshal Sir Douglas Haig reports that the hostile artillery is active in the neighbourhood of Vimy, Halcourt and eastward of Ypres. There is snow on the whole front.

THE RUSSO-GERMAN NEGOTIATIONS.

London, December 27.

A message from Berlin states that the German commission provided for by the armistice is proceeding to Petrograd to arrange for the exchange of civilian and unit war prisoners and the restoration of Russo-German relations within defined limits.

A WORKING PARTY.

By 2nd Lt. J. P. Lloyd.

I was sitting in the cosy little dug-out, which was "A" Coy's Headquarters in the support line, skimming a much thumbed sporting novel (in which the rank outsider, as usual, won the Derby and a bride for the handsome hero) and listening to "A little bit of Heaven" as rendered by our one and only company gramophone. I was temporarily at peace with the world, and outside the sun was shining. It was one of those glorious afternoons in the early autumn when the gunners on both sides rest from their wickedness, and apparently go to sleep until the signal goes for the evening strife.

Suddenly, I heard footsteps approaching along the duck-boards, and the next moment the waterproof sheet which did double duty as door and curtain was pushed aside to reveal the unwelcome countenance of a Company Signaller.

"Message from Headquarters, sir," he announced. I signed the duplicate, and the head withdrew. It was as I feared. The message dealt with a certain working party of fifty other ranks. A Company would provide that evening, and which was to report to an R.E. officer at 8.30 p.m. at the junction of the Rue de la Paix with Chancery Lane communication trench. I attached the pink sheet to others which were already on a wire spike, and my content waned, for it was my turn to be O.C. working party.

Shortly after 8 o'clock I emerged from the dug-out in high-high boots, wearing a short oil-skin jacket over my tunic, and carrying a thick sub-plant and a pocket electric torch. As I felt my way along the duck-boards to the place where the party would parade, I pulled vigorously at what would by my last cigarette for several hours. When I arrived, the O.C. M., had just finished numbering off, and presently reported "Party complete, sir, twenty-five files and two stretcher-bearers." Soon we were moving off down the trench at the shuffling gait which is characteristic of all working parties, and of most men who have spent many months in trenches.

When we reached the end of Chancery Lane, which was our

appointed rendezvous with the R.E., it was pitchy dark, and the road into which it led was already a passable invitation to Pecosdilly Circus on a Saturday night. There were ration parties from different companies and units, transport wagons and limbers, every phase of the activity which springs into life every night behind both the German trenches and our own, as soon as the sun has sunk into the west.

After a quarter of an hour's scrumming, which was accompanied by the usual exchange of pleasantries on the part of all concerned, we found ourselves supplied with as many picks, shovels and other impediments as were necessary (more than ample in the opinion of certain gentlemen among us who had had too much experience of the work in hand to be enthusiasts), and retraced our steps up Chancery Lane once more, with the stretcher-bearers in their usual positions at the rear of the column. A working party moving along a trench at night is a very slow procession and trying to the temper. A funeral party is swift by comparison. Any block in the trench, a loose duck-board, or a stray shell hole, causes it to telescope in, and out like a concertina. Whenever the leader (who, if the officer in charge of the party is a tactician, is a Sapper) falls into a pit or is strangled by a loose telephone cable strung across the trench, the word is passed down, "mind the ole," or "wire over head," which has the effect of confusing the minds of those in rear, and causes them to walk delicately like Azag for a considerable distance before they get to the obstruction. The result is that by the time they reach it they probably imagine the danger is past, and fall into the midst of themselves. Our progress was therefore punctuated by frequent halts each lasting until the welcome message "All closed up in rear" was received when the party would move on once more.

Eventually, after what one of the more humorous members of the party described as "several intervals for refreshment," we turned to the right up a trench which was broader and better floored and bore traces of a recent display of energy on the part of the R.E. It was divided into bays and traverses, and was furnished with

When we reached the end of Chancery Lane, which was our

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending December 15, amounted to 84,335 tons and the sales during the period to 80,613 tons.

Sequel to Disappearance of Rev. Philip Kelly.

A sequel to the disappearance of the Rev. Philip Kelly, the Vicar of Collingham, who was afterwards found to have joined the Royal Garrison Artillery as a gunner, was heard at the Ripon Consistory Court recently, when the clergyman-gunner was unfrocked upon his confession of improper conduct. The Bishop of Ripon declared that the Rev. Philip Kelly was deprived of the vicarage and benefice of Collingham, on the ground of gross misconduct, and further declared him to be incapable of holding any Church preferment until such time as it may seem fit to those who have authority in the matter. Mr. Kelly when he disappeared left a wife and six young children at the Rectory. Contemporary with his departure from the district was also that of a young lady, who is the daughter of a retired clergyman, and who up to the time of her disappearance was a V. A. D. nurse.

After a short journey along the trench we were suddenly challenged by a figure which materialised suddenly from nowhere on to the edge of the parapet. It proved to be the sapper officer who was to direct operations for the night. We were, we discovered, to continue the trench, in which we were standing, to the right, along a line which had already been taped out for us. Our job was simply to shape out the trench, and lay the parapet. Another party was to revert to the following night.

It did not take us long to get to work after our arrival, for the R.E.s, wisely hardened their hearts towards a lazy party, and will not let them go. The greater part of the men were soon strung out a few paces apart along the line of the proposed trench. The rest, in groups of three, were set to dig earth to fill sandbags in front of it, and to carry them over as they were filled to lay on the parapet. One working party is very much like another. In this case, as we were digging a trench only about 300 yards or so behind the front line, there was no smoking and no talking. The boche was too near for that, and a rifle grenade or a ram-jar gives very little warning of its approach. The only sounds to be heard were an occasional sharp click as a pick struck a stone, or the dull thud of the flat of a spade on a sandbag. Work proceeded quietly and without incident or accident until our "relief" came up a little after midnight, when we downed tools and fell in the shelter of our newly made trench, whose parapet had grown to quite a respectable height.

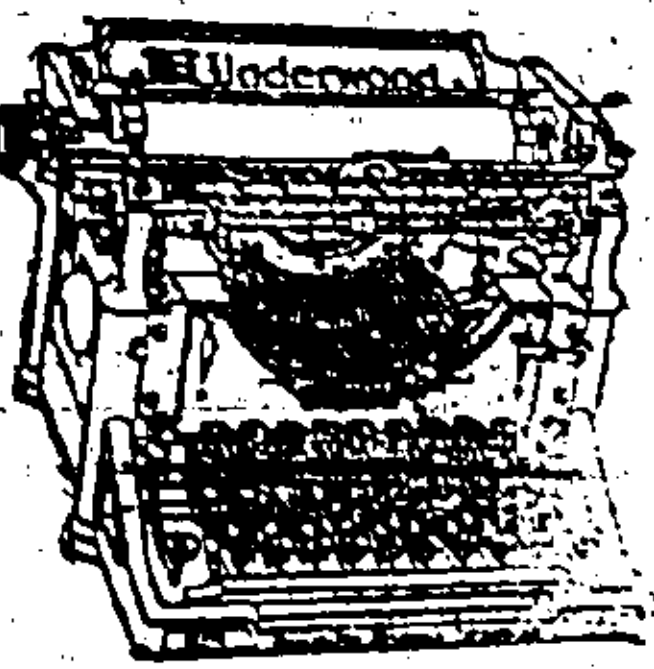
A preliminary counting of pickets to make sure that none had gone astray, and we waited off once more in search of

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THE CHEAPEST BECAUSE IT LASTS THE LONGEST



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CHILBLAINS, BURNS, SCALDS, FLESH WOUNDS, CHAFING,
MOSQUITO AND OTHER INSECT BITES,
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GENERAL NEWS.

Lord Northcliffe's Disclaimers.
Lord Northcliffe has sent the
following cablegram from
America to the Globe:—"Greatly
obliged for your contradiction of
the malicious statement of the
German newspapers circulating
in the United States that I am
returning to England owing to
disagreement with the British
Government. It is reported here
that this statement has been re-
produced by certain organs in
London. If this be so shall be
glad if you would make use of
this information as to source of
origin."

Sale of Old Parr's Cottage.
Old Parr's cottage, situated on
the Welsh hills, near Shrewsbury,
was put up to public auction
yesterday in that town. It was
the home of Thomas Parr, who is
reported to have lived in the
reign of 19 English monarchs
and to have died in 1656 at the
age of 152. The purchaser of the
cottage was Mr. John Parry of
Milborne House, Broomfield Road,
Hendon, near London, and the price \$150.
Mr. Parr, who said he had never
seen the place and was not a
descendant of Old Parr, stated
that he bought the cottage on
sentimental grounds.

Schoolmaster Sent to Prison.
Stated to belong to a family of
high social position, James Eld
Branke Livingstone, M.A., Oxon.,
pleaded guilty at Bedford Assizes
to forging the signature of Mr.
George Warren, a Luton J.P.
and ex-mayor, and attempting to
obtain \$300 by false pretence from
Barclay's Bank. Counsel for the
defence said that in 1912 the
prisoner had held several positions
as schoolmaster in this country
and other parts of the world.
In 1912 he held a very hard
appointment at Barchury, and
this seemed to have strained his
nerves, for he took to drink and
drugs. Consequently he lost his
position and then went to Warsaw
and became professor of English
under the Ministry of Education.
The prisoner then went Egypt,
but here again he was requested
to resign and to resign last he
accepted an assistant master's
post at Luton Modern School, and
met with similar fate. Mr. Justice
McCardie sentenced the prisoner
to six months' hard labour.

Change in Football.
A proposal is made by the
Emergency Committee of the
Football Association to relax
some of the restrictions which
have been placed on football
since the season of 1915. For
over two years all who have
engaged in matches have done so
as amateurs, and it is not now
intended to make any
payment to professional, who
as amateur workers, are
still able to assist the clubs.
It is urged that there is a big
demand for the game in the big
industrial centres, and that by
further developing it healthy
relaxation would be provided for
the workers on the Saturday half
holiday. The idea is to stimulate
competitive interest by removing
the ban on the presentation of
cups and medals. Already this
season permission has been given
for awards to be made in charity
matches so long as they are not
provided out of the gate receipts.

Two Day's Married Life.
Sergeant Charles Bateman had
to return to his regiment two
days after his marriage to an
Acton widow in March, 1916.
In the following October he
received a letter from her, in
which she wrote:—"I expect by
this time you must have guessed
there was something wrong; but
I do not love you enough to settle
down with you after the war. When
I started on my mission, work
I found life much brighter than
I expected. I find the girls good
company, and I like their com-
pany. I go out when work is
done, and like to be free. Now I
am as free as possible, and quite
able to pay for my boy and help
myself. I am not a kid. I
must fight my own battles. I am
sorry to write like this, but it is
better than living an unhappy
life after the war is over." The
husband, who has been granted a
divorce decree, said that in
January last he came home and
found his wife living with the
co-responder at Shepherd's Bush.

WINES AND SPIRITS

ASSORTED CASES

Case No. 1—\$22.			
3 Bottles	St. Etienne Claret.	1	Superior Old Cognac.
2	Light Dry Sherry.	1	Very Old Liqueur Scotch Whisky.
2	Port, Full Bodied.	1	Dewar's Scotch Whisky.
Case No. 2—\$28.			
1 Bottle	St. Marceaux Champagne.	1	Superior Old Liqueur Scotch Whisky.
1	Burgundy "Beaune."	1	Very Old Liqueur Scotch Whisky.
1	St. Etienne Claret.	1	Whisky "E" Quality.
1	Light Dry Sherry.	1	Dewar's Scotch Whisky.
1	Port, Superior Light Invalid.	1	Gin.
Case No. 3—\$32.			
1 Bottle	St. Marceaux Champagne.	1	Very Old Liqueur Scotch Whisky.
1	Old Brown Sherry "E.E." Quality.	1	Killy Liqueur Scotch Whisky (Guaranteed 20 years Old).
2	Superior Old Port "D." Quality.	3	St. Julien Claret.
1	Very Finest Old Brown Brandy "E" Quality.	14	Orange Curacao.

SPECIAL CASES PUT UP TO ORDER.

A. S. WATSON & Co., Ltd.,
WINE & SPIRIT MERCHANTS,
Tel. 616.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union
Office address: 11, Ice House St.

DEATH.

ADAM.—Killed in action A. R. Adam, Lieut., Seaforth Highlanders attached R. F. C., late of Hongkong and Shanghai Banking Corporation, London Staff. Reported missing 3rd July 1917; since reported killed on that date.

The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 28, 1917.

THE CHINESE SITUATION.

From the news which we have from time to time published, it will have been observed that the trouble between Canton and Peking is still unsettled. The demand of the Canton Government is that the present National Council shall be dissolved and the former National Assembly re-convened. This, in brief, is the point of dispute between the conflicting elements, or, rather, it is the ground upon which the Kuomintang leaders seek to justify their attitude of defiance towards the central authorities. That there is something in the stand taken by the reconstituted of the South we do not seek to deny, but inasmuch as the great bulk of the people are not really concerned in the little nicety involved and as we know the reputation of the Kuomintang upstarts for stirring up dissension, we cannot agree that the situation warrants the perpetuation of so much internal strife and discord at a time when, in China's own interests, all parties should be pulling together for the common weal. It is to the credit of no-one that at a period when China is supposed to be at war with an autocratic combination of Powers her military leaders should be concerned with what amounts to civil war within the country's own borders. Judging from outward signs, China is concentrating her energies more on internal military expeditions, North versus South and even district against district, than on the larger calls of the time. That is a state of affairs which all well-wishers of the country cannot but regret, wherever it is to blame for the present unhappy deadlock.

We notice that the self-appointed officials at Canton have recently issued a joint note "for the information of their fellow-countrymen" in which they accuse the Peking Government of "secret agitation" and assert that the military party in the North has been engaged in intrigue resulting in the formation of "a so-called National Council composed of delegates nominated by, and representing the views of, the Military Governors themselves." These acts are described as a desperate violation of the Provisional Constitution, and they are the basis on which the Kuomintang leaders assume the right to ignore any and every order which falls from Peking. We should have thought, however, that the Kuomintang agitators should be the last people in the world to complain of "secret agitation" or "intrigue," for from the very commencement of the trouble Dr. Sun and followers have stamped themselves as schemers of the first order and as opportunists who have a much higher regard of the furtherance of their own particular ends than for the general well-being of the nation, their frothing about safeguarding the rights of "the people" notwithstanding. The very thing of which they accuse of the Northern Military Governors they have been shamefully guilty of themselves, in constituting their own little clique a so-called Military Government, in forming a mock Parliament and in making appointments with no other mandate than that which they derive from an imaginary self-constituted authority. And the irony of the whole situation is that they object to military predominance in the North but promptly proceed to establish it in the South.

The whole thing, of course, is transparently clear to the disinterested observer of Chinese political life. We do not for one moment believe that either the Southern or the Northern leaders are actuated by the lofty ideals to which both the one group and the other lay claim. It is a piece of party political scheming from end to end, and, as we say, this is not the moment for that sort of thing. Not until China's statesmen begin to act like men of common sense and free themselves of these petty insular squabbles will the country take her right and proper place among the nations of the world. China has had about enough of playing at politics. It is time she gave up this childishness and exhibited a more manly mien. If the strong men of the country would only realise that fact and set together in harmony, sinking for the moment their factional differences, we might hope to see the real and not the sham awakening of China. Otherwise, the dream of many years will never come true.

Why the Delay?

We do not know how our readers generally fared with regard to the receipt of Christmas greetings posted locally, but if their experience is that of several of whom we have heard, they have our sympathy. We know of two instances in which Christmas cards were posted during fifteen minutes on Monday and were not delivered until Thursday morning, while in another case which has come to our notice cards posted on the morning of Christmas Eve did not reach the addressees until yesterday afternoon. The result in all these instances was that the greetings intended for Christmas were not received until Christmas was over. This is a serious matter and constitutes just cause for complaint regarding the holiday postal arrangements. We do not know the circumstances which caused such unpardonable delays, but, whatever they are, they reflect no credit on the Post Office. At home, one can post a Christmas message to practically any part of the United Kingdom on Christmas Eve and count on its being delivered the following day, the postal authorities specially laying themselves out to cope with the heavy mails. Yet here, in the circumscribed area of the Colony, it takes three days to deliver messages sent through the post. The subject is one that badly needs enquiring into and we trust it will not be allowed to rest where it is.

The Changes at the Admiralty.

The brief announcement in one of yesterday's telegrams to the effect that Admiral Sir John Jellicoe had been succeeded by Rear-Admiral Sir Roslyn Erskine Wemyss, and that in recognition of his distinguished services he had been elevated to the Peerage, unquestionably came as something much in the nature of a "bolt from the blue." In the absence of details, the matter was somewhat of a mystery and the concluding statement to the effect that it was hoped that Sir John Jellicoe's experience, "which would be utilised later in another important appointment" did not shed much light on the subject. To-day's telegrams, however, explain the question completely, and show that Sir John Jellicoe's supersession is part of "further extensive changes on the Board of Admiralty and in the Naval War Staff." Sir John's supersession is undoubtedly a fact, while all that can be said at present regarding other changes is that they are "believed to be probable."

Why The Change Was Made.

It is certain that the change was brought about because of it having been deemed desirable that other methods should be adopted regarding our naval strategy, particularly the means to be adopted towards combating the submarine menace. Rightly or wrongly, the general impression is that so far our methods have not been sufficiently effective, and it is probable that Sir John Jellicoe's views were not shared by his colleagues of the Admiralty Board. However that may be, a change has been brought about as the result of which Rear-Admiral Sir Roslyn Erskine Wemyss, K.C.B., is now First Sea Lord. Recent events, says the Daily Mail, made the change inevitable, and if this is the case, as probably it is, it is now "up to" Rear-Admiral Wemyss to show what he can do. According to the Times "greater opportunities may be anticipated as being in store for the younger school of seamen under the new First Lord, as it is believed that the experiences in the war of these seamen will enable them to operate vigorously, resourcefully and progressively." It is also stated that, given a free hand, they can entirely overcome the submarine menace. Most devoutly is it to be hoped that the results will be as anticipated. At any rate the experiment is well worth a trial, even though it necessitates the retirement of so distinguished an official as Admiral Sir John Jellicoe.

DAY-BY-DAY.

AS THE FLOWER IS GNAWED BY THE FROST, SO EVERY HUMAN HEART IS GNAWED BY FAITHLESSNESS.—Ruskin.

To-morrow's Anniversary.
To-morrow is the anniversary of the birth of the late Mr. W. E. Gladstone (1809).

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 11.7/8d. The closing rate will be found on Page 1.

Well Sentenced.
A Chinese girl, living at Wah On Lane, was ascending the stairs to her parents' room yesterday when she was stopped by some men, who seized hold of her wrists and snatched two gold and rattan bangles, valued at \$15. One of the men was arrested, and when he was charged before Mr. Dyer Ball, at the Police Court this morning, he stated that he did not steal the bangle, but admitted that he assisted in the theft and that he was promised some of the money. His Worship took a serious view of the case and sentenced the man to six months' hard labour.

A Hawker's Rashness.
A hawker of sweets was doing business down west yesterday when he was approached by a ricksha coolie, who wanted to purchase some sweets. A dispute arose as to the price, and blows followed. In the course of the quarrel the hawker drew a sharply-pointed pocket knife and stabbed the ricksha coolie, the knife penetrating through several jackets and causing a slight flesh wound in the side. The hawker was charged before Mr. J. R. Wood, at the Magistracy this morning, when he admitted using the knife. His Worship imposed a fine of \$25, or one month's hard labour.

The Society Entertainers.
The Misses Aileen and Doris Woods will make their farewell appearance in Hongkong to-morrow (Saturday) night by entertaining a large number of soldiers at the R. A. Theatre. On this occasion, these popular actresses, who have done such clever and novel work in Hongkong, are giving their services gratuitously—a very gracious act which is much appreciated. They intend leaving Hongkong next Friday for Manila, where they should also score a big triumph. The arrangements for to-morrow night's entertainment are in the hands of Captain Cassel, and cigarettes will be kindly provided for the men.

Chasing a Thief.

A boatwoman was buying fish in Wanchai market yesterday when the bangle worn by the child she was carrying was snatched. The man on whom suspicion fell made a bolt and ran up Morrison Hill, down to the Golf Club, getting nearly as far as the Police Recreation Club before being caught. Eyewitnesses stated that they saw the man throw the bangle away. Before Mr. J. R. Wood, at the Police Court this morning, it was proved that a Chinese Police Reservist saw the bangle thrown away where it was afterwards found. The accused stoutly denied snatching the bangle. His Worship decided to convict and sentenced the man to six weeks' hard labour and four hours' stocks.

A Man Without a Name.

A Chinese seaman attempted to commit suicide yesterday by jumping off his ship into the harbour. He was charged before Mr. Dyer Ball, at the Police Court this morning, but before the case was called on he made a disturbance in Court, shouting and refusing to sit down. When asked what his name was, he said that he had no name, not even a surname. His Worship remarked that the man appeared to need hospital attention, but Inspector Davitt stated that he was under the impression that the man was only pretending to be ill. His Worship bound the man over to be of good behaviour for six months, and Inspector Davitt stated that the defendant would be sent to hospital for examination and attention.

EXTRA LIGHTS.

Chinese Heavily Fined for a Dangerous Act.

A heavy fine was inflicted by Mr. Dyer Ball, at the Magistracy this morning, on a Chinese who was charged with connecting extra electric lights to the wires in his house without the permission of the Hongkong Electric Company. The defendant lives at 8, Kwong Kuen Street, West. Evidence was given by Mr. Bannerman, of the Electric Company, who stated that he visited the house of the defendant on December 20. There he found that a number of extra lights had been connected in such a dangerous manner that they might easily have caused a serious fire. The defendant told rather a long story, the main point in which was that the extra lights had been put on because he had had a marriage feast at his house. The work was done by a proper fitter, and he thought it was all right. His Worship imposed a fine of \$20.

DIGNITY OF THE COURT.

A Solicitor's Pertinent Comment.

A case was mentioned at the Supreme Court this morning, before Sir William Rees Davies, in which one of the defendants is said to be a lunatic.

Mr. W. B. Hinde said that he had not yet been able to make any further progress in the matter, but would do so as soon as he could.

Mr. R. O. Faithfull, who is appearing on the other side, said that they would go on indefinitely at this rate. This was about the sixth adjournment they had had, the first being granted in May this year. His friend just seemed to think he could out-maneuvre and ask for an adjournment without reporting anything.

His Lordship said that if Mr. Hinde could not establish his client as a lunatic by next week he would have to fix a day for the case to be heard.

Mr. Faithfull said that they only had the letter from Dr. Harston saying that the man could not appreciate the wisdom or dignity of the Court. All he had to say was that it didn't take a lunatic to fail to do this.—(Laughter).

Another adjournment for a week was granted.

"CARMONSTIE" KOWLOON.

This famous golf course has been transferred from Scotland to Kowloon for "Our Day" at enormous expense. The course consists of nine holes, named respectively the Dyke, the Brae, the Burn, the Spectacle, the Cup, the Linn, the Farm, the Spinnery and the Mound. The course has been well set out and contains numerous bunkers for the unwary. There will be three competitions, viz., Ladies Singles (two prizes), Mixed Foursomes (three prizes), and Ranning Pool (four prizes). Two clocks are provided for Clock Golf and four prizes are offered, while Colonel Bagey has offered two prizes. Competitors are requested not to play out of the bunkers but to pick up and drop behind at the usual penalty of one stroke. Clubs will be provided on the ground, but any desiring to do so may bring their own. The clubs to be used are maphie or maphie niblick and putter. Sandy MacNab, a very well-known professional, will be in attendance and will give instruction and advice at a fair remuneration. He will also refuse tips under \$1. Golfers desirous of seeing the course can do so by communicating with the professional, who will show them round for a consideration on Saturday, Sunday or Monday afternoon from 2.30.

THE NAVY LEAGUE.

The Present Naval Situation and Future Policy.

It has been the practice of the Navy League on the occasion of each anniversary of the death of Nelson during the past twenty-three years to issue a statement setting forth its views upon the naval situation. The proper function of the League in peace time has been to call attention to clear and forceful terms to what it conceived to be the defects in our naval policy, and to emphasise any weaknesses which presented themselves in our scheme of naval preparedness. Since the beginning of the war, the League has, however, devoted itself wholeheartedly to the support of the Government, and has given expression to neither criticism nor comment which might in any way embarrass naval administration. This policy will be adhered to now and until the close of the conflict.

The Navy League desires on behalf of all its members, on this fourth Nelson Day of the war, to express its unqualified gratitude to the officers and men of the Grand Fleet and to all ranks and ratings of the British Navy operating everywhere for the incalculable services which they have rendered to King and Country and to the cause of humanity since the beginning of the struggle. The League would again emphasise the far-reaching importance of patience, loyalty and confidence on the part of the public towards the Fleet, in its discharge of the gigantic task which devolves upon every branch of our sea services.

The League feels that it reflects the universal sentiment of the people of the United Kingdom in giving expression to its profound appreciation of the loyalty and devotion of the Overseas Dominions to the maintenance of British sea power during the past twenty-seven months.

The Navy League has decided that its propaganda effort during the continuance of the war will be devoted to the following objects:

1. The Education of the public opinion of the Empire so that the command of the sea by the British Fleet may be regarded as the first consideration of National and Imperial policy.
2. The organisation of public support also for the declared demand of the League: "That the achievement of such supremacy in the ocean of the air, as the Navy enjoys on the surface of the sea, should be an essential feature of British national policy."
3. The prevention of a premature peace which would be disastrous in its consequences to the future peace of the world. In the view of the League the war must go on until the naval power and military power of Germany are utterly destroyed.
4. The tightening of the blockade of the enemy through the full and unrestricted pressure of our sea power.
5. The demand that the enemy shall render compensation for all merchant shipping destroyed by submarines and mines in violation of the Law of Nations, by the delivery of German merchant vessels to British ship owners on the basis of ton for ton of equivalent values.
6. The promotion of the teaching of the use of sea power and the outlines of naval history in all the schools of the British Empire.
7. The establishment of a scheme of national sea training for boys, which will secure at the earliest moment after the war the entire elimination of aliens from the British merchant services.

This programme of activity will be maintained with all the resources at the disposal of the League during the period of the war.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—Ginseng Dealers Guild, \$80; Tailors Guild, \$40; Kwong Toong Wo, \$50; Tan Kee, \$25; Tin Yat Kok, \$25; Dr. Wan Man Kai, \$10.

TO-DAY'S MISCELLANY.

Mr. Winston Churchill—of America—whom London was honouring last night, may be said to have completely justified one of his early theories, that a man's destiny is in his own hands. He decided one day, to the surprise of his friends, to become a novelist, and set about the business with the industry and foresight of, say, Lord Rotherham. His methods were modelled upon those of a bank as regards punctuality and dispatch, and the painstaking clocking-in of a British Museum librarian. On the same principle he decided to become a politician, and very nearly made himself 11 years ago Governor of New Hampshire.

Members of the Chancery Bar who are "special constables" may now appear in court in uniform in place of their robes—a great concession when we consider how strict are the unwritten laws of the legal profession with regard to costume. It is, for instance, improper for a barrister to appear in court robes, and at the same time strayed in a white or fancy waistcoat, to wear any but a white tie beneath the bands, or to sport a flower in his buttonhole. And on the delicate question of nether garments the judges have been equally stern and unbending. "I listen," said Mr. Justice Byles to the late Lord Coleridge, when the latter was at the Bar, "with little pleasure to the arguments of a counsel whose legs are encased in light grey trousers."

The time was a dismal December day. The scene: Toad-street, Knockdale. A little company of men stood, ill at ease, before a tumble-down shop, fast shuttered, hoping that the grinning crowd in the background would disperse. The crowd seemed disposed to wait, however, and see the fun, so at last one bold fellow rushed forward and held the shutter down, displaying such a tiny stock of humble groceries that the whole street broke into laughter. The first "co-operative store," founded with £14 worth of stock, was open. . . . That was in 1844. To-day three and a half million co-operators are preparing to seek direct Parliamentary representation for their societies.

Here is something that actually happened: A mighty Australian—Private Blank—recovering from wounds, falling among friends, played to them, sang to them, fascinated them with the conversation of a rich and cultured mind. He was very happy with them and overstayed his leave. On the Monday morning he had to appear before his major, a fine fellow but a martinet, who inflicted a just, stern rebuke and a sharp slap on the neck. Now the fun of it is that Private Blank, who took his punishment like a lamb, is, when at home, the owner of a huge sheep-trout, as they call their ranches; and his implacable major is his foreman!

We tremble for the credit of Shakespeare (says the Daily Chronicle) when we learn that he has been introduced by the Germans into Turkey. Apart from the possible horrors of mistranslation, there is the Turkish censor to be feared. He is the world's Very Censor. No tragedy which affects Royalty may be presented, nothing which reveals the successful action of the popular will; nothing which suggests a possibility that any conditions can prevail save those approved by the Sultan: "the Crown of All Ages," and the pride of all Countries," &c., &c.

Sir Arthur Lee's latest note on the removal of the stucco mock-Gothic "embellishments" of Chaucer brings to memory the story of Knebworth. The first Lord Lytton "Gothicised" with might and main, and thought his stucco pinnales and gargoyles would last as long as Rome. But frost played havoc with the scheme, and from time to time down came the ornaments, so that, after a new fall of gargoyles, the gardener would step up to his master and report, "If you please, my lord, there is another of them mockers fallen down in the night."

OLD GOLF DOCTRINES
BEST.

"Keep Your Eye on the Ball."

There are two doctrines in the game of golf which occupy impregnable positions, and in spite of iconoclastic suggestions from progressive players, says the *New York Evening Post*, it is hardly possible that these sacred teachings of the "old guard" will ever be entirely replaced. "Keep your eye on the ball" and "Don't press" are the doctrines in question. As to the last-named injunction, it would be difficult to think of any other two words that express so much. It is often interpreted, however, as "Don't hit too hard," and to this interpretation it is possible to take exception. There is one professional and teacher who tells his pupils to hit harder and not more gently when they are driving badly. This may be a desperate measure, but it would seem that the advice not to hit too soon would be more beneficial. For one thing, it is of the two doctrines much less likely to be exaggerated by an over-zealous learner.

Nearly everybody has at some time experienced the feeling of hitting too gently. Some have recovered from a bad attack of pressing by being less violent in their methods. This remedy has been sufficient for a time, until the player who follows the advice becomes too gentle, and the last state was as bad as the first. Probably every other one of thirty average bad players going off the first tee will be seen to mistake the shot, getting their hands down to the ball too soon, the body through too quickly. Watch the bad shots of a good player and they will nearly all be seen to proceed from something of the same fault. To hit too late at a ball is so rare a vice as to be almost a virtue, and of all remedies that of "Don't hit too soon" is the least likely to lose its healing power through repeated doses.

There is an old piece of advice of which a revised version might be useful. A player in the normal condition of driving badly is often told by a friendly critic that he is "taking up the club too straight." Undoubtedly this is quite true, and sometimes this can be cured by sweeping the club along the ground in the back swing. The remedy, however, often produces a laborious method of hitting which may cause a temporary rally, but does not restore to driving health.

Somewhat or other when an extra long drive is brought off, the club golfer is ever eager to give credit to the ball. What about the club? A player will tell you of some fine round just completed, and in all probability when he gets a chance the listener will ask: "What ball were you using?" Why not remember that the ball is passive? The club is the agent imparting to the ball momentum, direction, and accuracy. The sphere is acted upon and is helpless until each is done. Assume that there is a long, clean fairway; the ball gets well away, sails beautifully along, and comes to rest close on the green. The ball gets the credit. Going to the next hole, however, the player gets in trouble, is badly bunkered. The problem is to know best how to get out? Should a cleek be used or an iron? But whichever is taken, if it fails of its purpose, it is not the ball that is blamed, but the club. In a good round the rubbercore is praised, in a bad one clubs are at fault.

And no matter how often this happens, it is the same story all over again. When a record score is made how much credit is given the clubs? When a hole is made in one, say 200 yards, it would imply that the utmost accuracy in momentum and direction must have been imparted by the club, although considerable credit is claimed for the sphere. A player of championship rank might safely take and use any of the most popular balls, no little might be regarded relatively, but he is not likely to equally take up strange driver or mashie or cleek and wield it in a championship round. Evidently he regards clubs as of considerably greater moment to him than the

MACAO GOVERNORSHIP

Another Appointment to be Made.

We hear that information has been received from Lisbon to the effect that as the Revolution in Portugal broke out just after the newly-appointed Governor of Macao left, the appointment has been cancelled and another official will be appointed in his stead.

The Commander of the gunboat *Macao* has been appointed to act as Governor for the time being, and has already assumed office.

COURT HUMOUR.

At the Supreme Court this morning, in a case which came before Sir William Bess Davies, Mr. Mattingley said he understood that his friend's client had absconded.

Mr. Gardiner, appearing for the other side, said that his friend seemed to know more about his client and his affairs than he (Mr. Gardiner) did himself.

Mr. Mattingley:—That is not impossible.

Mr. Gardiner:—I must ask for discovery.

Mr. Mattingley:—Of your client?—(Laughter).

ball. The rubber-cored sphere, while an improvement over the gutta, is sorely recognised as its superior in one respect only, that of getting distance. Of course distance brings that lively feeling of satisfaction to the ordinary golfer, but still it is not the entire fascination of the game.

While the ball has evolved, so have the clubs. While the inventors of the various rubber-cored balls were trying to solve the problem of an improved type, the club makers were busy keeping pace in their own line with the improvements of the game. Due credit is claimed for the clubs for the all-around better play of the present day. There are those who believe that by far the greater proportion of merit ought to be, but is not, apportioned to the clubs. It is argued that in a professional's shop a player will take almost any ball, but in the choice of his instruments of play he is advised and carefully examines before he buys. If a golfer's success has not been all that was expected, he must, of course, look to his clubs, and see that he has and uses the one most appropriate to the particular stroke, as herein lies the success or failure of the player's game.

In 1771 Tobias Smollett, the old English novelist, wrote a book entitled "The Expedition of Humphrey Clinker." Charles Dickens, as a boy, was very fond of this ancient volume, and refers to it in his famous "David Copperfield." Why a golfer should be delving into such a musty old tome as "Humphrey Clinker" is not clear, but one has discovered in it certain interesting passages about the royal and ancient game. Smollett made a trip to Scotland and wrote his wife a letter from there in which he said:

"Hard by in the fields called the Linkethetizian of Edinburgh divert themselves at a game called golf, in which they use a curious kind of bat, tipped with horns and small elastic balls of leather stuffed with feathers, rather less than tennis balls, but of a much harder consistence. This they strike with such force and dexterity from one hole to another that they fly to an incredible distance. Of this diversion the Scotch are very fond, and when the weather will permit, you may see a multitude of all ranks, from the senator of justice to the lowest tradesman, mingled together in their shirts, and following the balls with the utmost eagerness. Among others, I was shown one particular set of golfers, the youngest of whom had turned four-score. They were all gentlemen of independent fortune, who had amused themselves with this pastime for the best part of a century. Such uninterrupted exercise, operating with the keen air of the sea, must, without any doubt, keep the appetite always on edge."

DAIRY FARM NEWS.

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TO-DAY'S NEW ADVERTISEMENT.

TIFFIN

KING EDWARD HOTEL.

29th December, at 1 P.M., \$1.50. Music and Dancing.
Dinner 7.30 P.M., sharp. Music and Dancing. \$2.00.
VISITORS (not including meals) 50 cents per head.

J. WITCHELL,
Manager.

LEAGUE CRICKET.

Royal Engineers v. Royal Navy.

These teams meet to-morrow at Happy Valley, at 2.15 p.m. The R. E. team will be:—Sgt. McGrigor, Lieut. Cpl. Lucas, Cpl. Adams, C. Q. M. S. Reakes, Lieut. Wahl, Spr. Waller, Spr. Millard, 2nd Cpl. Charters, S. Sgt. Crippwell, Cpl. Heath and Spr. Osborne.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, D.S.P. (R.), state:—

Commendations.
P. O. Mow Fong is commended by the Captain Superintendent of Police for hard work and zeal in connection with a counterfeit coin case at No. 10 Lai Chi Kok Road.
P. O. 743 Marques is commended by the Captain Superintendent of Police for alertness in effecting the arrest of a snatcher in Queen's Road Central on the 12th instant.

Musketry, Part I.
The following will fire on Sunday, January 6:—
(1) The whole of Sections 5 and 6 and 7 and such men of No. 8 Section as are detailed by Inspector Figueiredo.
(2) Chief Inspector D'Almeida, Inspectors Alves, Silva Netto, O. M. S. Alves, Figueiredo, Crown Sergeant, Butterfield, Barretto, Roza Castro and C. S. M. Silva.

WHEN YOU WAKE TO-MORROW MORNING

to-day's liverishness, biliousness, or sick headache will have disappeared if you seek the aid of



to-night. To dispel constipation, stimulate digestion, clear the complexion, Pinkettes are perfect. Of all dealers, or, post free, 60 cents the packet from Dr. Williams' Medicine Co., 99 Szechuen Road, Shanghai.

TO-DAY'S ADVERTISEMENTS.

FOR SALE.

FOR SALE.—One 4 H.P. with sidecar, MOTOR CYCLE New Tyres, and running in perfect Condition. Apply to the Far East Motor Car Co.

FOR SALE.—A valuable collection of POSTAGE STAMPS, in album and sheets. Best reasonable offer accepted. Will send for inspection. Box 1352 c/o "Hongkong Telegraph."

THE BRITISH INDIA STEAM NAVIGATION CO.

NOTICE TO CONSIGNEES.

From VANCOUVER AND SEATTLE.

THE Steamship

"TESTA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by 5 P.M. on 4th January, 1918, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard and Douglas on 4th January, 1918, at 10.00 A.M.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 28th December, 1917.

TO-DAY'S ADVERTISEMENTS.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"MENTOR."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 27th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 0.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th January, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th December, 1917.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer
"DEMODOCUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 24th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th Jan. or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th December, 1917.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

"THE SHIRT OF MERIT"

Summit

In Styles Suitable for
Day and Evening Wear.

MACKINTOSH

CO., LTD.
MEN'S WEAR SPECIALISTS,
18, DES VŒUX ROAD. TELEPHONE NO. 29.

Wm. Powell & Co. Ltd.
TELEPHONE 346

"THETA"
UNDERWEAR

is absolutely all wool and unshrinkable, it is made by one of the oldest makers of Underwear in the United Kingdom, Comfort being assured.

WE STOCK IT IN ALL WEIGHTS.

KNITTED WAISCOATS AND SWEATERS
GOLF HOSE, SOCKS, Etc.

THE ANDERSON MUSIC CO., LTD.

SOLE AGENTS
FOR

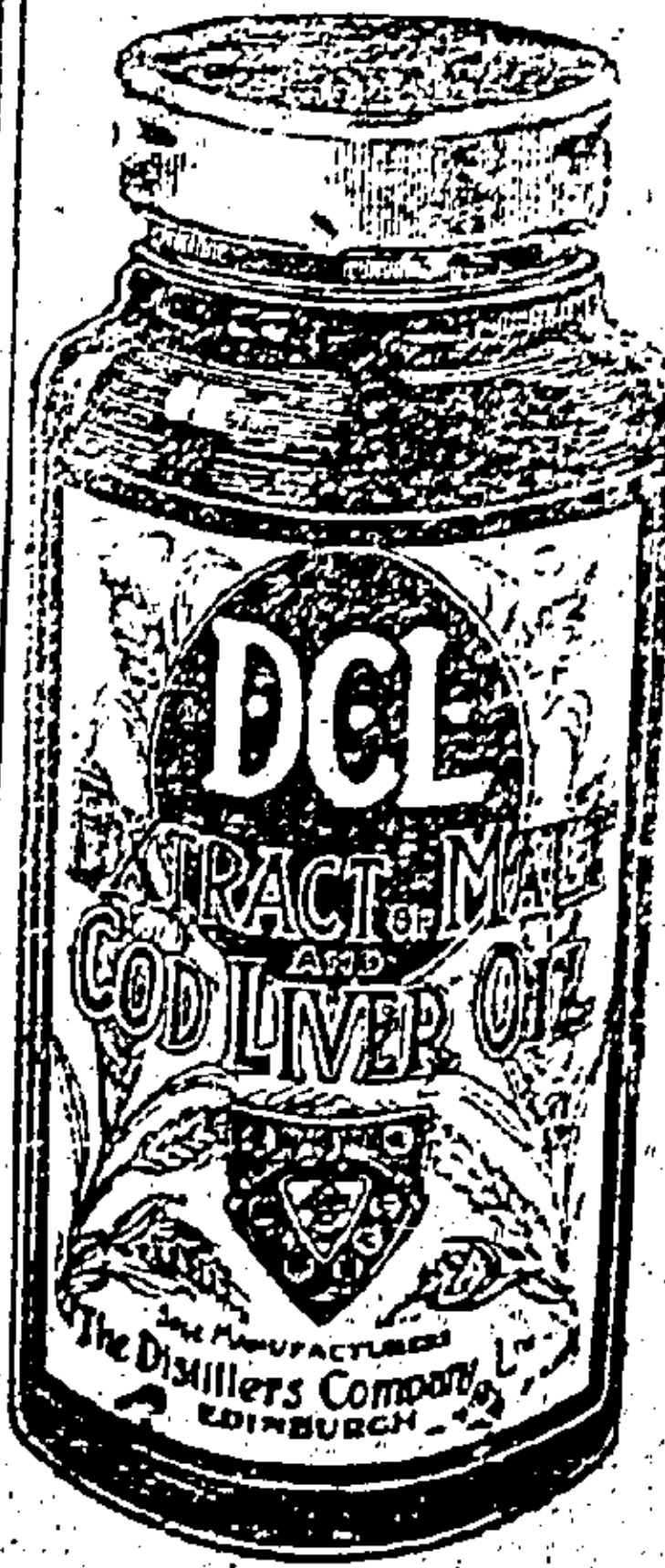
BROADWOOD
PIANOS

NEW MODELS JUST RECEIVED.

SPECIALLY PREPARED FOR THIS CLIMATE
16, DES VŒUX ROAD, TEL. 1322.

D. C. L.

Malt Extract
with
Cod Liver Oil.



The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley, procurable, which is malted on their own premises by the most scientific methods of manufacture.

SOLE AGENTS:
CANDE, PRICE & CO., LTD.
TEL. NO. 135
10, ALEXANDRA ROAD, HONGKONG

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS-ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong

Subject to Alteration

Destination	Steamers	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, etc.	Shinaba Maru Capt. Higo	T. 12,500 {MON., 31st Dec., at noon.
VICTORIA, B.O. & SEATTLE via Shanghai, Moji, Kobe, Nagoya and Yokohama	Satsuta Maru Capt. Inadzu	T. 16,000 {SUN., 13th Jan., at 11 a.m.
SHANGHAI, Kobe and Yokohama	Saki Maru Capt. Yoshikawa	T. 12,500 {FRIDAY, 18th Jan., at 11 a.m.
SHANGHAI, Kobe and Yokohama	Jinsen Maru Capt. Saito	T. 8,000 {FRIDAY, 4th Jan.
SHANGHAI, Kobe and Yokohama		
KOBE		

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.

Wireless Telegraphy.
Telephone Nos. 292 & 293.NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	18,000	4th Jan.
TERO MARU	22,000	19th Jan.
NIPPON MARU	11,000	23rd Jan.
SHIRYO MARU	22,000	9th Feb.
PERIA MARU	19,000	22nd Feb.
KOREA MARU	18,000	9th Mar.

The S.S. "NIPPON MARU" and S.S. "PERIA MARU" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALLING CRUZ, ALBORA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers

ANYO MARU

KIYO MARU

SEIYO MARU

Tons

15,500

17,500

14,000

Leave Hongkong

15th Jan.

22nd Jan.

29th Jan.

5th Feb.

12th Feb.

19th Feb.

26th Feb.

5th Mar.

12th Mar.

19th Mar.

26th Mar.

2nd Apr.

9th Apr.

16th Apr.

23rd Apr.

30th Apr.

7th May.

14th May.

21st May.

28th May.

4th Jun.

11th Jun.

18th Jun.

25th Jun.

2nd Jul.

9th Jul.

16th Jul.

23rd Jul.

30th Jul.

6th Aug.

13th Aug.

20th Aug.

27th Aug.

3rd Sep.

10th Sep.

17th Sep.

24th Sep.

1st Oct.

8th Oct.

15th Oct.

22nd Oct.

29th Oct.

5th Nov.

12th Nov.

19th Nov.

26th Nov.

3rd Dec.

10th Dec.

17th Dec.

24th Dec.

31st Dec.

7th Jan.

14th Jan.

21st Jan.

28th Jan.

4th Feb.

11th Feb.

18th Feb.

25th Feb.

3rd Mar.

10th Mar.

17th Mar.

24th Mar.

31st Mar.

7th Apr.

14th Apr.

21st Apr.

28th Apr.

5th May.

12th May.

19th May.

26th May.

2nd Jun.

9th Jun.

16th Jun.

23rd Jun.

30th Jun.

7th Jul.

14th Jul.

21st Jul.

28th Jul.

4th Aug.

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28th Apr.

5th May.

12th May.

19th May.

26th May.

2nd Jun.

9th Jun.

16th Jun.

23rd Jun.

30th Jun.

7th Jul.

14th Jul.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1a, Chater Road. Phone No. 1500.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.
This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.

For freight and passage apply to—
York Building, Tel. 1574. JAVACHINA-JAPAN L.I.N.
Hongkong, 30th Dec., 1917. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA" Dec. 31st.
S.S. "VENEZUELA" Jan. 30th, 1918.
S.S. "ECUADOR" Feb. 27th.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.
Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 2.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 28th DECEMBER, 1917.

10.00 p.m. Fatshan. 4.30 p.m. Heungshan.

SATURDAY, 29th DECEMBER, 1917.

8.00 a.m. Heungshan. 8.00 a.m. Kinshan.
10.00 p.m. Kinshan. 4.00 p.m. Fatshan.

HONGKONG-MACAO LINE.

S.S. Sui An Tons 1,651. S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 30th DECEMBER, 1917.

The Company's Steamship

Will depart from the Company's Wing Lok Street Wharf at
9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
The attention of the Public is drawn to the special facilities afforded by the
Police Department of the Macao Government. Passes are issued at the Police
Station facing the Company's Wharf thus obviating delay and trouble in having to
apply at this Head Police Station for permits.

Fares: Saloon, Single \$4, Return \$5.

FARES AS USUAL.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 588 Tons.
One of the above Steamers leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days at 8.30 a.m. Round
trips take about 5 days. Passengers can return to Hongkong or vice
versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis- patched.
JAPAN AND COAST PORTS.			
Shanghai via Swatow	Koonshing	J. M. Co.	30. Dec.
Shanghai	Yingchow	B. & S.	30. Dec.
Shanghai	Suiyang	B. & S.	1. Jan.
Swatow, Amoy and Foochow	Haiten	D. L. Co.	2. Jan.
Shanghai, Kobe and Yokohama	Nansen M.	N. Y. K.	4. Jan.
Manila	Yuenfeng	J. M. Co.	4. Jan.
Kobe	Silutajap	J. C. L.	10. Jan.
Shanghai, Kobe and Yokohama	Ateuta M.	N. Y. K.	18. Jan.
Nagasaki, Kobe and Yokohama	Ami M.	N. Y. K.	18. Jan.
Shanghai	Tjikini	J. C. L.	30. Jan.

STEAMER SENATOR
FOR
SINGAPORE

sailing about January, 5th 1918.

For Freight and Passenger space apply to—

THE ROBERT DOLLAR CO.,

General Post Office Building.

Telephone 792.

NOTICES.

MITSUBISHI GOSHI
KWAISHA.
(MITSUBISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASIMA, OCHI, MUTABE, KISHI-
HARA, YOSHIMOTO, HOJO, NAMA-
ZUTA, SAITO, KIMADA, SHINKEI,
KAMITAMADA, BISAI and OTUBAR
Collieries.

Agents for SAKITO COAL.

HEAD OFFICE:—
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI
MOJI, KATSU, WAKAMATSU,
OTABU, MUKOJIMA, HAKODATE,
KOBAYASHI, KURE, TOKYO, YOKO-
HAMA, NAGOYA, TSUBUGA, VLADI-
VOSTOK, HANKOW, PEKING,
DAIHEN, TAIPEI, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIKONG, CANTON and
SINGAPORE.

Cable Address:—"IWASAKI,"
Codes: AI, A.B.C. 5th Ed., West-
ern Union, and Bentley's.

AGENCIES:—

CHINKIANG—Messrs. GEAR-
ING & CO., MANILA—Messrs.
MACONDRAY & CO., SINGA-
PORE—Messrs. BORNES CO.,
LTD, GLASGOW—Messrs. A.R.
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

S. KAWATE,
Manager,
Hongkong, No. 2, Pedder Street.

NOTICE

During the absence of the staff
compiling a Dollar Directory in Singa-
pore, the affairs of the

HONGKONG
DOLLAR DIRECTORY

are being handled by Messrs. Kelly
& Walsh, Chater Road, to whom all
communications can be addressed.

Our P. O. Box is 431
Our Telephone No. 1909.

MOVEMENTS OF
STEAMERS.

The local office of the China Mail
Steamship Co. is in receipt of telegraphic
advice from its San Francisco Office
advising that the S.S. CHINA left that
port for the Orient on Saturday, Decem-
ber 22nd, and is due to arrive here on or
about January 20th, 1918.

SHIPPING.

JAVA-SAN FRANCISCO

VIA SINGAPORE, PONGKONG, JAPAN AND HONOLULU
fortnightly joint-service of the
"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.
Next departures from HONGKONG:

Steamers	tons	Sailings
San Francisco	10,000	3rd Jan.
Grotius	10,000	9th Jan.
Yondal	10,000	
Rotterdam	10,000	
Kanjo	8,000	
Princess Juliana	8,000	29th Dec.
Willis	8,000	12th Jan.
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Chanshi-chow, 17, Third Floor,
Old Billy Street, from Shanghai.

Nam, from Shanghai.

Hsuenque, Chickham Road,
from Shanghai.

Pennink, Passen er, Empress
Russa, Care Canadian Pacific,
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T. KRING,
Act. Superintendent.
Hongkong, Dec. 21, 1917.

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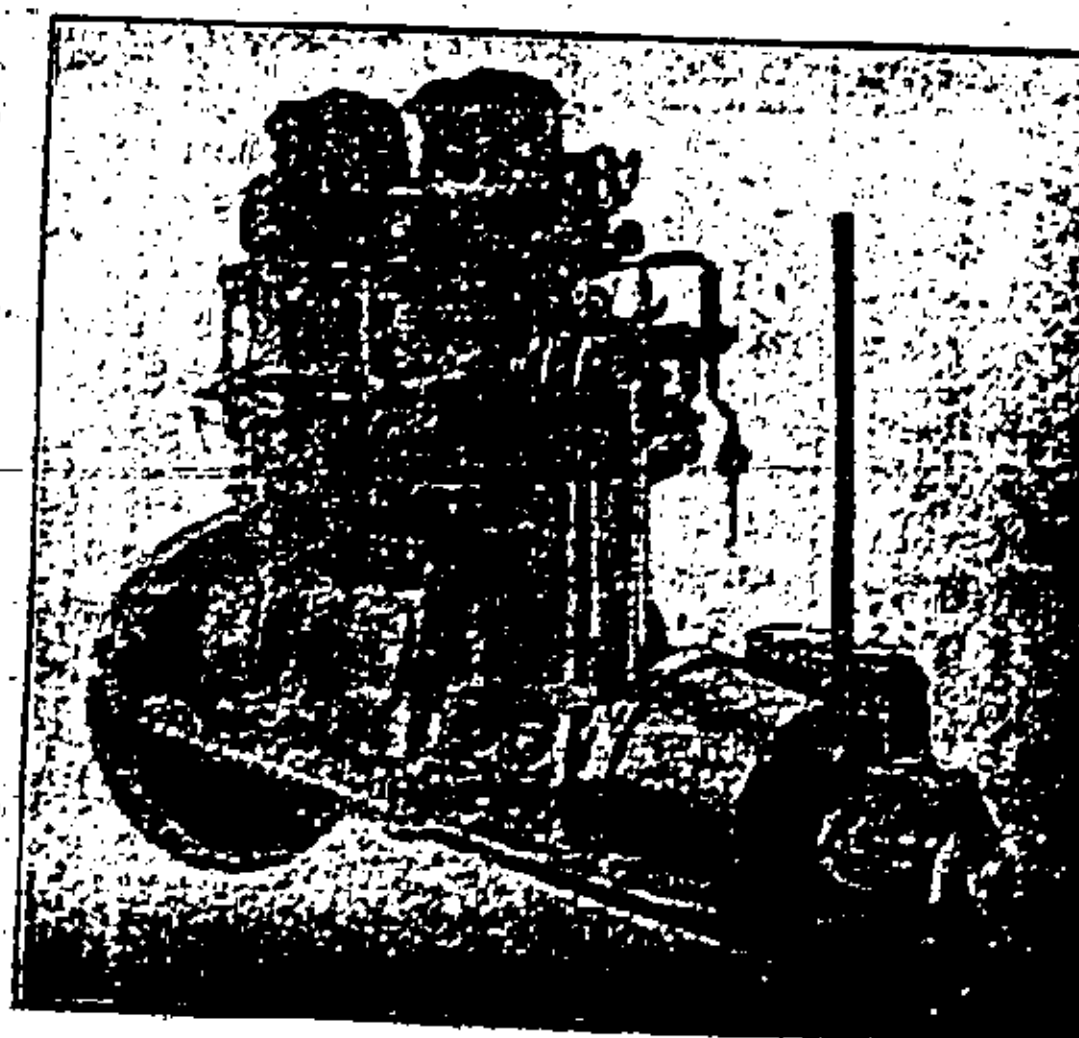
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NAME OF DOCK OR SLIP	LENGTH OF DOCK BUCKS	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	SIZE OF TIDE SPRING	WATER
KOWLOON					
No. 1 Dock, Kowloon	700'	100'	20'	10'	
No. 2 Dock, Kowloon	271'	74'	20'	10'	
No. 3 Dock, Kowloon	244'	74'	20'	10'	
Paint Slip, No. 1 Kowloon	244'	74'	20'	10'	
Paint Slip, No. 2 Kowloon	244'	74'	20'	10'	
TAI-KOKE TUN					
Competition Dock	454'	51'	20'	10'	
ABERDEEN					
How Dock	410'	51'	20'	10'	
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SHARE REPORT.

Messrs. Benjamin and Potts, in their share report dated Friday, 28th December, 1917, state:—The Christmas holidays have intervened since we wrote last, but during the few working days a large business has been transacted. Heavy buying of Indo-Chinese "Deferred" has again been the order of the day, and other stocks, such as Wharves, Docks and Sugars, have also received a good deal of attention.

Banks.—Hongkong and Shanghai Banks have been dealt in at \$590, and close with sellers at \$600.

Fire and Marine Insurances.—China Fire can be placed at \$122, but Hongkong Fire are offering at \$310. Unions have buyers at \$735, while Cautions are still obtainable at \$300. North Chinese remain in demand at \$115.

Shipping.—Indo-Chinese "Deferred" continued their upward course until they reached \$185 cash, but at that price there was a slight reaction when they dropped to \$180, only to recover again stronger than ever with buyers at \$186. A large forward business has again been done in this stock, and as high as \$195 March was paid. No preferred shares have come on the market and the price remains at \$331. Hongkong, Canton and Macao Steamships are quoted at \$18, with buyers offering \$173. "Star" Ferries are probably obtainable at \$283. There are sellers of Shells at 115/- with buyers at 112/-.

Refineries.—China Sugars have risen up to a buying rate of \$93. Malabons have sellers at \$33.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have buyers at \$125 after sales at the rate and at \$124. Shanghai Docks have again weakened and are offering at \$17. Hongkong and Kowloon Wharves have been in strong demand and have risen to \$98, and business has been done for March at \$102.

Land, Hotels and Buildings.—There has been no business reported in this section. A few Hongkong Lands are obtainable at \$90, but Central Estates can be placed at this rate. Humphreys' Estates are still wanted at \$51 and Hongkong Hotels at \$90.

Electric Companies.—There are no Hongkong Electric or China Light offering, but there are buyers at quotations. Low Level Tramways have sellers at \$61 with buyers only offering \$60.

Mining.—Langkats were sold to the North at \$14 and Ranba to Singapore at \$3.30 (equal to about 2.30 Hongkong).

Cotton Mills.—Cotton Mills are all stronger, due to the excellent business they are doing. The latest news is of a dividend of Tls. 2 from the Kung Yik Company, which is 20 per cent. on the par value. The shares have experienced a smart rise to Tls. 161. Ewo Cottons have risen to Tls. 180, Shanghai Cottons to Tls. 120, Yangtzeopos to Tls. 7.40 and Orientals to Tls. 40.

Miscellaneous.—Green Island Cements have changed hands during the week at \$7.50 and there are buyers at \$7.35. Hongkong Ropes have been booked at the improved rate of \$293. Dairy Farms continue in request at \$28, also China Providents at \$7.

Straits Rubber Quotations.—The following are to-day's wired quotations for Straits Rubbers:—Malekoffs \$4.20, Kempas \$8.50, Ayer Panas \$11, Kedahs \$3.90, Aior Gajaha \$4.40, Badellas \$12, Tapahs \$203, Changkat Serdangs \$81, Ayer Moleks \$2.60, New Serdangs \$43, Pajmas \$13 and Sandoroffs \$4.45, all Straits Currency.

Exchange.—The opening T. T. rate on London to-day is 2/11 and on Singapore 12 1/4. The Bank's 30 days buying rate on Shanghai is 69.

"Fantastic Stars."—The "Fantastic Stars" will give their final performance to-night at the Bijou Theatre. On Sunday night they will appear at the Victoria Theatre, in conjunction with Bell's Vaudeville Company, when a big double bill will be presented.

GERMAN CRACK AIRMEN KILLED.

Baron Richthofen and his Brother.

Paris, Sept. 21.—Since April the Germans have suffered very appreciable losses in air fighting, and many of their best airmen have been brought down, including Wolff, Voss, Dossensbach, the great Richthofen, and the "second" Richthofen.

Baron von Richthofen, who commanded an aeroplane squadron, frequently figured in Berlin official communiques. He was last mentioned on September 4, when his 81st victory was reported.

Recently he published a book, in which he described how Captain Ball, V. C. was brought down by his brother, making the 22nd airman he had brought down. "Captain Ball," the baron added, "was without doubt the leader of the anti-Richthofen squadron, and I believe that now the Englishmen will prefer to abstain from trying to catch me. I am sorry for this, because thereby we are robbed of many a fine opportunity for giving the English a jolly drubbing."

He has not long survived this vain-glorious boast! The "second" Richthofen referred to is, no doubt, the Baron's young brother who, had he not been wounded, said this baron, "I believe, would on my return to the front from leave, also have been granted his leave with 52 Lieutenant Voss, another of the airmen mentioned as having been brought down was on September 13 credited officially with his 47th aerial victory.

NEWS FROM CANTON.

Our Canton correspondent writes under date of December 27 as follows:—

In spite of many telegraphic messages from Peking stating that Kwangtung and Kwangsi have cancelled their declarations of independence, the Tachun at Canton still declares that the aims of the South-Western Provinces have not been accomplished, and while this is so the declarations cannot be cancelled.

Dr. Wu Ting-fang has wired to the President insisting on the reconvening of the old Parliament, while Luk Wing-ting is said to favour a new Parliament.

The President's Mandate ordering the cessation of fighting by both sides arrived yesterday.

A report from Swatow says that a transport with a thousand Northern soldiers on board was proceeding from Foochow to Amoy when an explosion occurred, there being not one survivor.

Dr. Wu Ting-fang, on receiving a telegram from the President, is returning to Shanghai, and will later proceed to Peking with Shun Chiu-huen for the purpose of effecting mediation.

A large force of police with artillery and machine-guns left Canton by rail yesterday for Po On (a place near Shun Chuan) to attack the so-called citizen soldiers and to assist in the protection of the Canton-Kowloon Railway.

The magistrate of Lin Ping district reports that the city is now being attacked by hundreds of robbers with big guns. He asks for assistance as soon as possible.

Evading the Post.

A Chinese youth, who was very well dressed, was charged before Mr. Dyer Ball, at the Magistracy this morning, with attempting to smuggle letters into the Colony. He said that when his friends knew that he was coming to Hongkong they asked him to bring several letters and they also advised him to conceal them in his boots. His Worship imposed a fine of \$1 for each letter carried—\$25 in all.

Hongkong Street Index.—We have to acknowledge with thanks the receipt of a copy of the Street Index of the City of Victoria and other portions of the Colony, which has been compiled by Mr. Arthur Chapman, F.S.I., Government Assessor. This is the twelfth edition of this useful publication, and it bears every evidence of having been most carefully and accurately arranged. Incidentally, it includes the newly laid out portion of Shamshui.

ENTERTAINMENT TAX.

Masonic Charity Festival.

In the King's Bench Division, recently Mr. Justice Roche gave judgment on an "information," laid by the Attorney-General against Mr. James Morrison McLeod, secretary of the Royal Masonic Institution for Boys. It was a claim to \$96 4s by the Commissioners of Customs and Excise in respect of entertainment duty under the Finance (New Duties) Act, 1916. The annual festival of the Royal Masonic Institution for Boys was held in June, 1916, at which the subscriptions on behalf of the charity were announced. A claim was now made in respect of 962 persons on whose behalf there was paid one guinea for the entertainment, which included dinner and a concert. For defendant it was contended that it was not an entertainment within the meaning of the statute.

The Solicitor-General (Sir Gordon Hewart, K.C.) and Mr. H. Givens (instructed by the Solicitor to the Inland Revenue), appeared in support of the proceedings; Sir E. Pollock, K.C., and Mr. O. J. Conway (instructed by Messrs. Stanley Attenborough and Co.) represented defendant.

His Lordship, in his judgment, said it was to be observed that the duty was in no sense a tax upon the profits of the entertainer, but upon the expenditure of the payment made by the persons entertained. In respect of the \$35,000 collected by the stewards and devoted to the funds of the charity there was no claim for duty. The expenses of the festival were borne by the stewards, and the persons participating therein.

Stewards who did not attend paid one guinea to the expenses, and no question arose in respect of that, but the stewards, ladies, and lawless who did attend paid a further guinea. The festival was attended by 926 persons, and it was in respect of their payment of one guinea each that the duty of 2s was claimed. The charitable object, no doubt, was the occasion of the festival but the stewards' contributions were devoted not to the charity, they went to the expenses of the festival, and the balance of between \$400 and \$500 was distributed by way of benefit to the secretary and the office staff of the institution.

The substantial question for his Lordship's decision was whether the festival or any part of it was an entertainment, and, if so, what sum was paid for admission to an entertainment or place of entertainment. It was conceded by the Crown that a dinner was not an entertainment within the meaning of the Act, because even if it might be described as an amusement yet a person admitted to the dinner was not so admitted as a spectator, or one of an audience. But it was contended on behalf of the Crown that an integral important part of the festival was the concert. The concert was held in a room different from the dining hall, where speeches were continued concurrently with the progress of the concert. All attending the dinner had the right of admission to the concert. The number attending the concert was given at 623.

His Lordship was satisfied that the dinner was the main part of the proceedings, and that the concert was a subsidiary and separate, but at the same time important part of the proceedings. He could not regard the expenditure on the concert as negligible. The cost of the music was small compared with that of the dinner, but without taking account of the other expenses it amounted to about 3d or 9d per head of the people entitled to enjoy it. If a judgment was to be formed as to what basis a guinea would be demanded and paid for the concert as apart from the dinner, supposing they were separated, in his judgment the sum would be about 2s. That was not a negligible sum in relation to the duty and the Act of Parliament. He was clearly of opinion that if the money was paid in the expectation that it secured admission to the concert, and that in fact secured such admission, the entertainment duty was payable. The result was that in his judgment subsection 4 of section 1 of the Act applied; that a lump sum

of one or two guineas paid by 962 persons was a subscription or contribution to an association consisting of a body of stewards, and that by means of that lump sum there was made payment for admission to an entertainment. It was the function of the Commissioners to determine what part of the lump sum represented payment for other privileges, rights, or purposes, and what part represented the right of admission to the concert. The number of persons chargeable with duty was in his view rightly taken as 962. On that basis the Crown was entitled to recover the sum of \$96 4s.

Judgment was entered for the sum claimed, but without costs, as the question, said his Lordship, was one of novelty and some difficulty, on which the Crown wished for a decision.

Effect of the Decision.

The decision that entertainments given during or after dinners arranged in aid of philanthropic or charitable purposes raises questions of wide interest. So far as the Masonic body as a whole is concerned the judgment has practically been forestalled. A high official in Freemasonry pointed out to a representative of the *Daily Telegraph* that when Mr. McKenna, as Chancellor of the Exchequer, introduced in the spring of last year the entertainment tax in his Budget, Grand Lodge took counsel's opinion as to whether the tax as defined in the Finance Act would affect entertainments given after dinners held in connection with Masonic lodges. Counsel advised that such entertainments would be affected, and Grand Lodge thereupon resolved to take no action in the way of claiming exemption, and the Commissioners of Taxes proceeded to collect from the various lodges the amount which they considered right according to the circumstances, which varied greatly, or the respective entertainments.

The Royal Masonic Institution for Girls and the Royal Masonic Benevolent Institution, after consultation with their legal advisers, determined to pay a sum arranged with the Commissioners of Taxes as properly leviable for the concert provided at each of their annual festivals, and they have paid each sum in respect of each festival held since the middle of 1916.

The Royal Institution for Boys did not follow the same course, and determined to await a legal decision before payment, hence the proceedings in which a decision was given yesterday. "The fact, therefore, is plain," the same high authority proceeded, "that Freemasonry as an organized body have not disputed their liability to the tax as defined in the Finance Act of 1916. But they have, by representation to the Exchequer and to Mr. Bonar Law as his successor, suggested a remission of the duty upon entertainments given purely for charitable and social purposes, solely to members of such bodies as the Masonic craft. Both Mr. McKenna and Mr. Bonar Law received these representations sympathetically, but, after full consideration, they felt bound to adhere to the entertainment duties as set up by Act of Parliament."

As to the effect of the decision the assurance was given that from a financial point of view the situation was not seriously changed. The particular levy of the tax disputed by the Royal Masonic Institution for Boys was just over \$96, while the total proceeds of the festival was \$25,000. The generosity of the craft is so great that the tax is a small matter in proportion to the amounts which are realised from these festivals. Of course, all bodies and organisations are affected by the decision. The Freemasons set up no exceptional claim. All that they urged was that societies which simply gave entertainments to their own members and were doing it for philanthropic purposes should be exempt from the tax. Grand Lodge has twice endorsed the decision, which, in view of the authorities, was taken, that the tax should be paid. Therefore the Royal Masonic Institution for Girls and the Royal Masonic Institution have already paid the tax, as also have the Masonic lodges throughout the country.

WHAT IS WRONG?

The British Navy and its Work.

Mr. Archibald Hurd writes in the *Daily Telegraph*:—

We all have our war maps, which are studied from time to time in order to judge the importance of movements on the various fronts. How many persons ever refer to a chart, or even an atlas, when some incident occurs at sea in the effort to understand its significance? The sea is regarded as a flat expanse without features, and thus great injustice is done to the British Fleet. In point of fact, the strategic features of the oceans and seas are more vital than those of any land front, while in the latter case an army can, and does, maintain an unbroken line of trenches, at sea a navy cannot do so. Our seamen—about one-twentieth the number of our soldiers—have to patrol on a front of about 900 miles in the North Sea, always conscious that darkness invites a surprise attack by the enemy at an unknown point. Darkness and surprise are the allies of a fleet-acting on interior lines and placed on the defensive. He can always make a thrust, like an adept swordsman, and he can do so with every possibility of success on a moonless night, choosing as his objective a point of the Shetland Islands, or bombarding a spot on the coast between York-shire and Essex, or perhaps endeavouring to cut our essential communications across the Channel; in any event he has a 900-mile front open to him, and he has the enormous advantage which surprise, darkness, and speed give him.

Five Great Tasks.

The Navy is fighting five enemies at sea, which may be set out thus.

Natural Forces.—Storms and fogs and currents are conspicuous among them. This country loses many hundred lives a year at sea—what are described as marine casualties. We are at war, but Nature indulges in just as fierce outbreaks, and just as baffling moods of fog and mist as at other times. Nature has to be defeated.

The High Seas Fleet.—We cannot see the German ships, but they exist. We are apt to forget that the High Seas Fleet offers a continual menace to us. No force has ever been "contained" as the enemy of to-day is being "contained"; month after month passes, and, rather than fight, he remains behind his minefields, shore guns, and submarines, with Heligoland as his impregnable advanced base, provided with destroyers, submarines, and aircraft. But the Grand Fleet, with its attendant cruisers, destroyers, and auxiliaries, must be kept concentrated and at the fullest possible strength, so that if the Germans suddenly break out their defeat is certain. The Grand Fleet must always be ready for battle.

The Mine.—All the time the Germans are laying mines off our shores, in the entrances to our harbours, and in the highways of commerce. They have many mine-laying submarines always at work, creeping along unseen and placing their "eggs" where they are likely to do the most harm.

The Raider.—Since the war began, the peril of the raider has existed, and it still exists. The Germans have not got many through the net, even in the darkness, and by using neutral flags and disguises, but they are continually trying to do so. Their ill-success is a tribute to the efficiency of our patrols, and to the vigilance of the Grand Fleet. In the last Great War the only raider after Trafalgar was due to trouble, which were always at sea getting in and out of their ports in spite of the watchfulness of our blockading forces, and capturing thousands of our merchantmen. We thus lost half our mercantile marine, and the captives were more numerous after Trafalgar than before.

The Submarine.—The Germans have pressed into their service the submarine, armed with powerful quick firing guns, and the torpedo, carrying an explosive charge which can sink almost any ship. The submarine has a

great radius of action, and is no longer confined to the waters in proximity to its base; it can travel on the surface twice as fast as an ordinary tramp steamer, and under the water about as fast; it can operate by night as by day; it can fire its torpedo when submerged, with only a periscope showing above the surface, and the periscope, a very small object, is often undistinguishable even at fairly close quarters. The effect of arming merchantmen has been to drive the U-boats under water when attacking, and that, while decreasing our shipping losses, increases our Fleet's difficulties.

Two War Diseases by Sea.

Those five paragraphs perhaps convey some idea of the tasks which the British Fleet is doing at a time when, ignoring the charts, some persons are suggesting that the work is being badly done. I have always held that this country will never appreciate the debt which it owes to its seamen until it is invaded or reduced to a condition of starvation—brought face to face with some such situation as that of Italy to-day. All the fighting is taking place outside this country. Why? Our armies would stand defeated if the British Fleet failed to achieve complete success at sea.

But recently the Germans sent out two swift raiders. The non-charters at one declared in indignation that someone ought to be punished. If you have an ordinary map by you, turn to the North Sea! You will notice that the incident, a very unfortunate but unavoidable incident, as the First Lord, like Mr. Balfour on a former occasion has said, occurred somewhere between Bergen and the Shetland Islands. The enemy warships, with a speed of over thirty knots and heavy guns, rushed northward in the darkness with all lights screened, keeping close in to Danish and Norwegian territorial waters; in half an hour they had completed the outrage and murder; and then they had to cover a course of 200 miles—notice the distance—until they reached the Naze and could decide whether to return to Germany by way of the North Sea or to strike home through the Sound; for the Germans, with their mines and patrols can use the Baltic entrance for cruisers as we cannot. Two hundred miles only! The Naze is about 350 miles from the Firth of Forth, and even farther from any naval base on the English coast. Study a chart of the North Sea, draw a line from the scene of the engagement to the Naze, and the character of the incident is revealed.

One more point. The Fleet is grappling with two insidious war diseases—the raider and the submarine; the cure for the former is the cruiser, which must be more powerful than the raider, or it will be defeated; and the cure for the submarine is the destroyer. British seamen, whether in the Northern mist, or at the Admiralty, never know which form the trouble will take. They may provide a cruiser escort, which means that the cruiser, whose defence against the U-boat is her speed, has to keep pace with the merchantmen, going at six or eight knots an hour; and thus a big target may be presented for a U-boat, as instance the fate of a score of cruisers. Or they may decide that the submarine is the immediate danger, and use destroyers for escort, and then an enemy cruiser of great gunpower and high speed may appear out of the darkness. Sometimes the enemy is bound to score. But how often does he do so? If we look at our map tables, we get an answer; if we turn to a paper and see that about 5,000 "targets" for submarines and raiders enter or leave our ports every week, we get further evidence of the way the Fleet is doing its work; if we study the output of our munition works, largely dependent on overseas supplies of raw material, further light is thrown on the matter; if we glance at the morning communique describing what our sea-supported soldiers are doing, we must be reminded that folly and muddle reign neither the Admiralty, nor in the Grand Fleet, nor in the patrols.

With limited resources the Navy is performing miracles every day, and yet we are told that there is widespread public dissatisfaction. Perhaps an invasion would cure that trouble, if it exists, of which I am not

INTERESTING SHANGHAI CASE.

China Mutual Co. and German Property.

In giving judgment in the action *China Mutual Co. v. Eckhardt*, the French Judge at Shanghai said, *inter alia*:—The defendant has recognised that he owes the plaintiff's sum of Tls. 1,830 on account of interest due on October 2, 1917, on a mortgage of Tls. 35,900 granted to him by the plaintiff, and also a further sum of Tls. 50, being the amount of premium paid by the plaintiff on a fire insurance policy taken on account of the defendant. The defendant declares that the steps taken at the time of diplomatic intercourse being severed between Chinese and Germany to the effect of sequestration of his property have rendered him unable to keep his engagement towards the plaintiff, and that the withdrawal of this sequestration will enable him to find the necessary funds to reimburse the sums he owes the plaintiff.

The Court rejects the plea of non-German nationality urged by the defendant and decides accordingly that the plaintiff is rightly entitled to his action for payment of interest owing to him. The Court further decides that in the event of the nonpayment of the interest as ordered by the Court, M. du Pac de Maroules, official receiver of the mortgaged property, is authorised to allow the plaintiff to have the use of it according to one of the conditions of the mortgage deed and that this use has to be exercised under the control of the official receiver.

Mr. Eckhardt will have to pay costs and fees of this action amounting to the sum of Tls. 57.50.

The above judgment was delivered at the French Mixed Court on November 29. Mr. Eckhardt was allowed two weeks within which to pay plaintiffs the sum of Tls. 1,880 due to them. This he did not do, and the garden has accordingly passed under the management of the China Mutual.

INTERNED ENEMY SHIPS.

Allocation at last Arranged.

The allocation of the intended German and Austrian ships which has been a cause of so much speculation and rumour, has at last been decided, says the *N. C. Daily News*. Charter parties for the following ships have been signed at B. H. M. Consulate-General between representatives of the British Shipping Controller and the Tash Steamship Corporation—Deika, Rickmers, Kathie, Sexta and Helene.

It is understood that the Deika Rickmers has been assigned to the Italian Government and the Kathie to the French Government. The Sexta and Helene will probably be employed on the China coast.

It is understood that the charter parties for the ships allocated to the Americans and Japanese will be signed shortly. The total allocation will then be:—

America, China and Siberia; Japan, Bohemia, Alberg, and Triumph; Italy, Deika Rickmers; France, Kathie; Great Britain, Sexta and Helene.

convinced, or at least such a threat as our forefathers lived under for years, when Napoleon trained the Grand Army at Boulogne and for months after month continued his preparations for over-running this country. The great British sailors, knowing that he had no long-range guns, mines, submarines, or destroyers to support his scheme, nevertheless admitted that they could not interfere with him, and could only hope to defeat him when he put to sea. Science has come to the aid of the second greatest sea power of the world, and some of us, after a hearty sea-borne meal, sit in our easy chairs in comfort, perhaps smoking tobacco from Cuba, or India, or the United States, and wonder what our sailors are doing.

GENERAL SHIPPING NEWS.

Shipping Trade of Eastern Siberia.

In the progress of the war the acute attention of the whole world has been drawn to countries that in 1913 were recognized as having a place on the map, but why was not generally understood. Every body had heard of Vladivostok, the Far Eastern city of the Russian Empire. But it has only been since 1916 that it has been known generally that there was a port, Nikolaevsk, at the mouth of the Amur River. These places have become great ports of entry, primarily because of the closing of the Black Sea and Baltic ports by the war. But they would eventually have become still greater way stations for the shipments of goods into the great Republic, perhaps, however, only after many years. The weekly bulletin of the Department of Trade and Commerce of Canada gives a full account of what the opening of these places to the export trade of the world means (says the Philadelphia Public Ledger). The congestion of goods at Vladivostok has drawn the attention of shippers to the port of Nikolaevsk. The amount of merchandise imported through Vladivostok has greatly increased, compared with previous times. Thus the value of the goods arriving at this port from overseas countries during 1916 amounted to 774,370,000 roubles, whereas before the war this figure never exceeded 80,000,000 roubles. The railway and port facilities, although greatly enlarged, have been unable to cope with the large quantity of merchandise arriving for transshipment into the interior. In order to relieve the resulting congestion, efforts have been made to divert a part of this traffic to other channels of trade. Attention has naturally been attracted to the Amur River system, which affords communication with the interior as far as Strelnik, a distance of 2,000 miles, whence shipmen may be forwarded by the Trans-Siberian Railway. At the mouth of the river the port of Nikolaevsk-on-Amur provides accommodation for ocean-going vessels. This port was officially opened on June 1, 1916, and with the completion of the development works now being undertaken, should become one of the leading ports of the Far East. The importance of the port of Nikolaevsk-on-Amur is due to its situation near the mouth of the Amur River, which with its tributaries affords water communication for a great distance into the interior. The Amur is navigable for small river steamers up to the town of Strelnik, which is connected by rail with the main Siberian line. The distance by rail from Strelnik to Omsk, the most important commercial center of Western Siberia, is 2,438 miles, whereas from Vladivostok the distance is 3,036 miles. There is therefore, a saving of a rail haul of 1,498 miles on shipments by way of Nikolaevsk-on-Amur, in place of which there is a water carriage of 2,000 miles up the Amur to Strelnik, and transshipments at that point from river craft to railway cars. Steamers double the size of those sailing to Strelnik can proceed up the river to the important commercial town of Khabarovsk and Blagovestchensk. The Sangar River, after flowing through Northern Manchuria, falls into the Amur not far from Khabarovsk, and is navigable to Harbin, thereby making possible the carrying on by water of a considerable transit business to and from north-eastern China. The excellent water communication afforded by these rivers should attract to Nikolaevsk-on-Amur a large share of the transit trade that at present passes through the ports of Vladivostok and Dairen. The total quantity of goods that can be carried during the season of navigation from Nikolaevsk to Strelnik by the river vessels at present available, may be roughly estimated at 120,000 tons. The greater part of the steamer and barge fleet on the Amur is concentrated in the hands of two large concerns. The oldest transport company operating on the river is the Amur Steamship and Trading Company. A syndicate of most of the other

owners of steamers and barges was recently formed under the name of the Amur Trading Fleet. There are altogether 285 vessels operating under steam, including cargo steamers and tug-boats, with a total carrying capacity of 27,000 tons. In addition there are 91 barges, with a total cargo capacity of 54,000 tons. The total carrying capacity of the fleet for the transportation of transit goods with the full guarantee of steam facilities amounts per trip to approximately 80,000 tons. Since the voyage from Nikolaevsk to Strelnik and back occupies on the average about forty days two trips may be made without difficulty during the season of navigation. Account should also be taken of the fact that the Chinese Eastern Railway operating on the Sangar River, and consisting of 39 steel barges and 14 steam-towing vessels, with a carrying capacity totalling 78,000 tons. With this fleet also available, it should be possible to transport 218,000 tons of transit goods during this period when the river is open thereby relieving the congestion of port and railway facilities on the Vladivostok route of this amount of cargo.

Employment in the Merchant Service. Although there are a considerable number of captains and officers of all ranks still out of employment, there has undoubtedly been an improvement in the position during the past few weeks. The headquarters of the Imperial Merchant Service Guild report that there have certainly been more vacancies for officers of all ranks during the past week or so, although the position in this respect still leaves a lot to be desired. It is hoped, however, that the increased output of new shipping, both at home and in the United States and Canada, and other countries, will relieve the situation in due course. In writing of the position in his district, Captain E. A. Brown, the London agent, states that three masters, four chief officers, four second officers, and five third officers have obtained employment during the past fortnight. He reports that "the demand for officers of all grades has been about equal to the supply. In all cases the Guild scale of pay has been satisfactorily kept up. In one case a third officer for the Orient Line received £16 10s per month in one of their intermediate vessels." The South Shields agent, Captain R. Whitehead, reports that four masters, eight chief officers, eleven second officers, and two third officers have obtained employment during the period covered by his report, and in addition several members have obtained commissions in various services for which the Guild are obtaining officers at the present moment. The following extracts are taken from his report: "The inquiries in this department have kept as busy, and I am pleased to say shipowners have not boggled about wages so much as they previously did, consequently the scale has been well maintained. It is a pleasure to report that another of our members has been honored, Mr. R. Bell, of 44, Napier-street, Newcastle, has been presented with a diploma and medal for meritorious service rendered. The Admiralty have recently requisitioned several steamers which eventually have been handed over to local shipowners to manage, and we have had frequent inquiries for masters and officers for those vessels, and I am pleased to say we have had no difficulty in filling their requirements." Captain O. C. Manning, the Clyde agent, states that four members have obtained employment during the past fortnight, and of these six have obtained commissions in various Government services. He states that "during the period under review I am pleased to say there has been a better demand for officers, especially for juniors, and we now have very few of the latter grade on our unemployment lists. We have been successful in placing the following officers in suitable berths at the Guild scale of wages. I am pleased to report also that our renewal subscriptions are keeping well up to the average and we have enrolled six new members

during this period." Captain E. Olegg, the Cardiff agent, states that three chief officers, thirteen second officers, and three third officers have been appointed through the medium of the agency during the past fortnight. He makes the following interesting remarks with regard to the ramifications of the employment department of the agency: "Since returning to my duties after my annual vacation this part of our work has been lively, and seeing that we have now a limited number of unemployed men we have experienced considerable difficulty in arranging the berths to suit the members. Most of the difficulty is trying to fit men into the vacancies reported from Swansea, Newport, Avonmouth, Bristol, Stranraer, and sometimes Plymouth, Falmouth and Southampton, so I think this will indicate to you the very wide field of our work at this agency." Mr. A. Hindson, the Humber agent, reports that employment has been found in his district for one master, two chief officers, and three second officers, whilst two members have been granted commissions, one in R.I.M., and the other in the R.N.V.R. At the time that his report was sent in there would not appear to be a very large number out of employment in the Humber district. With regard to the concession obtained for members of the profession some time ago, viz., the remission of death duties Mr. Hindson makes the following interesting remarks:—"I am pleased to be able to report that the widows of two of our members (one of whom has lost his life through the operations of the war) have gained a financial benefit as a result of the Guild's excellent work, and that of our Parliamentary Committee. The two widows in question have recently had their husbands' death duties returned, having made application for same at my suggestion. One amount is for nearly £40, and the other £20. These ladies have expressed their appreciation to me for what the Guild has done in bringing about this very valuable aid, in these times, very necessary concession."

—Journal of Commerce.

State Subsidies for German Shipping.

According to the Berliner Tagblatt a Bill for the restoration of the German mercantile marine passed its third reading at the Reichstag session of 11th October. The sum mentioned as the maximum amount that will be required for the contemplated grants to shipping companies is from 1½ to 2 milliards of marks (about 275,000,000 to £100,000,000 at par rate). It is thought that this amount will be necessary in order to restore German shipping to its former capacity. The original intention of the Government was to lend money at interest to shipping companies, but this proposal was dropped, and after a discussion, in which, inter alia, a State monopoly was considered, the Reichstag agreed to include a clause in the Bill providing that it be left to future legislation to determine whether and to what extent the Empire should participate in the profits

of the restored tonnage, and whether any limitations should be imposed on the utilization of the vessels concerned. The solution of the problem is thus deferred to a period when it will be possible to review the general condition of German shipping, and in particular the question of profits and freight. In any case, the State has reserved to itself the right of requesting repayment at some future date of the grants to be made to the shipping companies. In its final form the Bill provides that, for ships completed within the first four years after peace is declared, the Government may make a grant of from 50 to 70 per cent of the difference between the actual cost of building and the normal cost in time of peace, whilst in the case of ships completed from the fifth to the ninth year after the conclusion of peace the grant is to be from 20 to 55 per cent of this difference. As a corollary to the Bill, a resolution was adopted by the Reichstag requesting all authorities to assist as much as possible in the establishment of new shipyards, and the extension of old yards, and in particular to lessen the stringency of the building programme where the yards are concerned, in view of the enormously important national work which they are doing in restoring the country's mercantile marine.

Allen Seamen and Their Permits.

At Belfast, before Mr. Garrett Nagle, stipendiary, and other magistrates, a Spanish seaman, named Jose Alonso, was prosecuted under the Defence of the Realm Regulations with failing to comply with the orders stated on a permit issued to him. When arrested the accused said, "I thought it was no harm, I stopped in a hotel during the night." Paul M. Johansen, chief officer of the steamer, said he stayed a day and a night over the time allowed by his permit. Karl Jakum was charged with a similar offence. The evidence was to the effect that a permit was issued to the accused to be off his ship for eleven and a half hours, but he stayed away eighteen hours beyond his time. Prisoners were each fined £3.

Is a Chief Engineer a "Workman"?

The question whether a chief engineer in receipt of a weekly wage of £5 5s is a workman within the meaning of the Workmen's Compensation Act was argued at Sunderland County Court before Judge Bonney, the action being one brought by the sister of Wm. John Kennedy, who died from injuries received when his vessel was torpedoed. Miss Kennedy was, it was stated, solely dependent upon her brother, Kennedy's contract of employment had been for a year, he would have been in receipt of £250 per annum, and, consequently, would have been outside the scope of the Compensation Act. It was admitted, however, that the employment was only temporary, and the contention that Kennedy's wage exceeded £250 a year could not be maintained. His Honour gave judgment for applicant for £300 and should participate in the profits costs.



You be the Judge

From any point that you wish to Judge it, PETER DAWSON WHISKY is all that could be asked.

There is a good reason for the many friends it has won.

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WINE AND SPIRIT MERCHANTS.

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S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

H. K. & S. Banks s. \$600

MARINE INSURANCES.

Cantons s. \$300

North China s. \$115

Unions b. \$755

Yangtzes n. ex 73 \$205

FIRE INSURANCES.

China Fires n. \$123

H. K. Fires b. \$210

SHIPPING.

Douglases s. \$77

Steamboats s. \$18

Indos (Def.) b. & sa. \$185

Indos (Pref.) b. \$33

Shells b. \$112

Ferries n. \$28

REFINERIES.

Sugars b. \$93

Malabons s. \$38

MINING.

Kallans s. \$40

Langkats n. \$16

Raubas b. \$225

Tronohs n. \$13

Urals n. \$0

Oriental Cons. n. \$8

DOCKS, WHARVES, GODOWNS, & C.

H. K. Wharves b. & sa. \$98

Kowloon Docks b. & sa. \$125

Shai Docks s. \$1

LANDS, HOTELS, AND BUILDINGS.

Centrals b. \$90

H. K. Hotels b. \$90

Land Invest. b. \$90

H. K. East. b. \$90

K'loon Lands n. \$70

Shai Lands b. \$81

West Points n. \$115

COTTON MILLS.

Ewos b. \$178

Kung Yiks b. \$16

Shai Cottons b. \$121

Yangtze Cottons b. \$140

Oriental b. \$40

MISCELLANEOUS.

Borneos b. \$7

China Light & P. b. \$35

Providents b. \$750

Dairy Farms b. \$26

Green Islands s. \$48

H. K. Electrica b. \$160

H. K. Ice Co. b. \$10

Ropes s. & sa. \$29

Steel Foundries n. \$31

Trams, Low Level b. \$6

Trams, Peak, old s. \$8

Trams, Peak, new s. \$12

Laundries b. \$8

U. Waterboats n. \$12

Watsons s. \$560

Wm. Powells s. \$650

Morning Posts n. \$29

CORRECTED TO MONDAY FRIDAY DECEMBER 28, 1917.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T 2/113

Demand 2/113

30 d/s 3/1

60 d/s 3/1

4 m/s 3/1

T/T Shanghai 127/4

T/T Singapore 137/4

T/T India 71

T/T Japan 161/4

T/T San Francisco 409

T/T Java 439/4

T/T Marks 3/1

T/T France 3/1

Demand, Paris 3/1

4 m/s. L/C 3/1

4 m/s. D/P 3/1

6 m/s. L/C 3/1

30 d/s. Sydney & Melbourne 3/1

30 d/s. San Francisco & New York 72/4

4 m/s. Marks 424

4 m/s. France 429

Demand, Germany 71/4

Demand, New York 71/4

T/T Bombay 142

T/T Calcutta 142

Demand, Calcutta 142

Demand, Manila 142

Demand, Singapore 142

On Haiphong 142

On Saigon 142

On Bangkok 142

Sovereign 6.60

Gold Leaf, per oz. 44

Bar Silver, per oz. 43/6

SUBSIDIARY COINS.

DISCOUNT PER \$100:

Chinese... 20 cts. pieces 64 1/2 dis.

Chinese... 10 " 64 1/2 dis.

Hongkong 20 cents. c. par.

" 10 " "

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BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

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行銀業實法中

Capital (4 Paid up) ... 45,000,000

(1/3 of the Capital subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot.

General Manager: A. J. Perrotte.

HEAD OFFICE: 74 Rue Saint Lazare, PARIS

BRANCHES: PEKING, SHANGHAI, TIENTSIN, HONGKONG, and SAIGON.

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In NEW YORK: Bank of America & Co.

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Interest allowed on Current Accounts and Fixed Deposits. Terms of Banking and Every description of Bank and Exchange business transacted.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH: Queen's Building, Tel. No. 2352

5, Charter Road.

Hongkong, 20th August, 1917.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

12.00 A.M. to 1.00 A.M. Every 15 MIN.

1.00 A.M. to 2.00 A.M. Every 15 MIN.

2.00 A.M. to 3.00 A.M. Every 15 MIN.

3.00 A.M. to 4.00 A.M. Every 15 MIN.

4.00 A.M. to 5.00 A.M. Every 15 MIN.

5.00 A.M. to 6.00 A.M. Every 15 MIN.

6.00 A.M. to 7.00 A.M. Every 15 MIN.

7.00 A.M. to 8.00 A.M. Every 15 MIN.

8.00 A.M. to 9.00 A.M. Every 15 MIN.

9.00 A.M. to 10.00 A.M. Every 15 MIN.

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